AMENDMENTS TO THE SPECIFICATION:

Please amend the paragraph beginning at page 8, line 26 through page 9, line 6, as follows:

The coolant for cooling the engine 10 flows along a route indicated by blank arrows in Fig. 1. The electric water pump 35 forces the coolant through the outlet passage 12 into the engine 10. The coolant circulated through the engine 10 flows through the inlet passage ~~inleT1assage~~ 11 into the radiator 20. The coolant is cooled as it flows through the radiator 20, and then the thus cooled coolant is supplied through the outlet passage 12 into the engine 10 at a flow rate determined by the valve opening of the flow control valve 30. Part of the coolant flowing through the inlet passage ~~inleT1assage~~ 11 is returned through the bypass passage 13 into the engine 10 so that the coolant of a predetermined temperature is supplied into the engine 10.

Please amend the paragraph beginning at page 16, line 4, as follows:

Referring to Fig. 5, the ECU 60 receives the engine speed signal NE, i.e., a signal indicating the operating condition of the engine 10, provided by the engine speed sensor 15, the intake pressure signal PM, i.e., a signal indicating load on the engine 10, provided by the intake pressure sensor 19, and the vehicle speed signal SPD provided by the vehicle speed sensor 51 or the AT control signal AT provided ~~AT1rovided~~ by the AT controller 53 at step 301. Then, at step 302, an integrated change of loads (intake pressure, throttle opening and amount of intake air) on the engine 10 or an integrated change of engine speed is calculated for steady/transient traveling state determination. A check is made at step 303 to determine if the integrated change calculated at step 302 is larger than a predetermined value.

Please amend the paragraph beginning at page 19, line 26 through page 20, line 10, as follows:

If the result of check made at step 412 is affirmative, i.e., if the vehicle is at a high altitude, a desired coolant temperature for high altitude is determined at step 413. The atmospheric pressure is low, exhaust pressure ~~exhausT1ressure~~ is low and the charging efficiency of the engine 10 is high at high altitudes. Consequently, the possibility of detonation at high altitudes is higher than that at low altitudes. Therefore, the desired coolant temperature Td for high altitudes is lower than that for low altitudes. If the result of check made at step 412 is negative, i.e., if the vehicle is at a low altitude, a normal desired coolant temperature for a low altitude level is determined at step 414.

Please amend the paragraph beginning at page 32, line 27 through page 33, line 10, as follows:

Referring to Fig. 21, the outlet of a water jacket formed in an internal combustion engine 2011 is connected to the inlet of a radiator 2012 through an inlet passage ~~inleT1assage~~ 2013. The outlet of the radiator 2012 is connected to the inlet of the water jacket of the engine 2011 through an outlet passage 2014. An electric water pump 2016 driven by a motor 2015 is placed in the outlet passage 2014. Thus, a coolant circulation circuit 2017, i.e., a coolant passage ~~coolanT1assage~~ passing the water jacket of the engine 2011, the inlet passage ~~inleT1assage~~ 2013, the radiator 2012, the outlet passage 2014 provided with the electric water pump 2016 and the water jacket of the engine 2011 is formed in that order.

Please amend the paragraph beginning at page 33, line 11, as follows:

The inlet passage ~~inleTlassage~~ 2013 and the outlet passage 2014 are connected by a bypass passage 2018 extended in parallel with the radiator 2012. A rotary flow control valve 2019 is placed at the junction between the bypass passage 1018 and the outlet passage 2014. A rotary valve element, not shown, included in the flow control valve 2019 is driven by an actuator 2020, such as a motor, to control the flow rate Vb of the coolant flowing through the bypass passage 2018 (bypass flow rate Vb) and the flow rate Vr of the coolant flowing through the radiator 2012 (radiator flow rate Vr). The rotary valve element of the flow control valve 19 is set at an initial angular position to make the radiator flow rate Vr a maximum, i.e., to make the bypass flow rate Vb a minimum, or an angular position near the initial angular position by a forcing means, such as a return spring.